

Hongkong Daily Press.

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Hóngkong, 20th May, 1901.



## INTIMATION.



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**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY,  
HONGKONG.

Hongkong, 31st May, 1901.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 8th June, 1901

It is curious as well as instructive to notice the very different results which the different military systems of Russia and China respectively have had in the case of the two nations. With practically the same material to work on, and beginning to all intents and purposes contemporaneously, the Russian Tsars have come to dominate the entire north of Asia, and even to be a standing menace in Europe; while the Empire of the Manchus, which two and a half centuries ago dictated its will to its northern neighbour, has now become little better than a ball at the feet of its once despised competitor. Though so different now, during the early half of the seventeenth century, in their Manchus and Cossack retainers respectively, the Hwangti and the Tair were from a military point of view on an equality; inasmuch as each had at his disposal a body of hereditary soldiers, personally attached to the monarch, bound by long established custom to military service, and both skilled in the arts of war as then practised, and indeed with that traditional courage which only the practice of war for generations can imbue. Nowadays while the Cossack, in the hands of a succession of monarchs who have raised aggressive warfare to a cult, has become a menace to the civilisation of the world from his blind obedience to orders, however barbaric; the other, equally incapable of civilisation, has sunk to such utter insignificance that in China's lowest stage, when rebellion within and aggression without threatened her very existence, not one of her supposed Manchu troops was in a case to come forward in defence of the degenerate descendants of the chiefs who had so often led his ancestors to victory. Yet it was not for want of numbers, nor apparently for want of organisation; for all these so-called Manchu troops, of which the number counts up to the hundreds of thousands, are placed in a few large so-called garrisons; and each of these garrisons is nominally under the command of a Manchu officer of the first rank—the equivalent indeed of a Viceroy. Moreover, the names of each individual at his birth is carefully registered; while during life he is kept under surveillance, and not permitted to dissociate himself from his fellows, nor engage in trade with his Chinese neighbours. When the Manchus had succeeded in com-

pleting their conquest of China, SHUNCHI, the first Emperor of the new line, in order to maintain the ascendancy of the race, fixed nineteen different garrisons in the chief strategic positions in the provinces. Of these, nine were placed in the chief provincial capitals from Canton to Hsianfu; while the remaining ten were located at other prominent points, as Chapi at the entrance of Hangchow Bay, Chinkiang at the crossing of the Yangtze by the Imperial Grain Canal, and Kingchow and Hupeh to guard the entrance to the Tungting Lake, &c. Separate funds were set apart for the sustenance of these garrisons, who were supposed to retain their military organisation, were divided into companies and brigades, and forbidden to intermarry or have any social relations with the Chinese in their vicinity. So well kept were the latter of these rules that up till the breaking out of the first war with England, these garrisons were maintained intact as far as their numbers and their perfect distinction from their Chinese neighbours were concerned; but apparently owing to the jealousy of the Chinese officials who had come by their astuteness in trade into possession of most of the administrative offices in the state, their military effectiveness had been utterly neglected. The men themselves, as they showed in the ineffective defence of Chapi when attacked by the British, preserved the native courage of the race, but in the absence of any military training or organisation their efforts were hopeless; and foiled in their attack on the English and reduced to despair, the men committed suicide rather than submit to the disgrace of surrender. This was the last stand that Manchus, as Manchus, seem to have made, and in the next period of trouble, when the Empire was almost on the verge of destruction at the hands of the Taiping rebels, on not one occasion were the forces in these garrisons utilised. Under very similar conditions as a people bound by tradition and long practice to military service were the early Tsars situated, with respect to their hereditary defenders. The Cossacks of the southern portions of their dominions along the Don and Volga had early been formed into a formidable body of warriors; and on the settlement of the Imperial power every care was taken to perfect the organisation. The lands assigned to the various tribes were held by them on strictly military tenure. Every male on attaining to full age was bound to enter the military service for a defined term of years; in lieu of rent and taxes his family had to provide him with a caparisoned horse and to arm him according to regulation, and care was taken that these duties should be regularly performed in person and no substitutes allowed. Such was the origin of the famous Cossack organisation, which has provided for the service of the Tsars an army holding direct of the Crown, and not identified in any way with the Tsar's subjects at large. The Cossack, as the events of the last few months have proved, is equally ready to turn his arms against the students of St. Petersburg or the escaping fugitives from Blagoveschensk, and neither by association nor tradition has any sympathy with the other subject of the Tsar. It is this that renders the progress of Russia so dangerous to civilisation, and perhaps so far we may congratulate ourselves that the measures taken by the early Manchus Emperors were rendered useless by the apathy of their successors. Had the Tartar garrison of Peking, for instance, shown any military disposition whatever, and had it joined the party of the nominal Manchu Empress—really by blood a Chinese, as the irony of fate makes it—there would have been no escape for the devoted Legations, and the serio-comedy of the *coup d'état* would have ended in a very different result than the scuttling to Hsian. The contrast is only another instance of the momentarily insignificant causes that ultimately result in world-wide effects.

The hired transport *Ula* sails to-day for the North with stores, ordnance, &c.

Wong Po, the widow who was sentenced to death for the murder of Kwong Cheung, Supreme Court messenger, and whose sentence was commuted to imprisonment for life, died yesterday morning in the Government Civil Hospital, where she was removed from prison recently on account of her health. An inquest was held in the afternoon.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m. Programme:—  
Cavatina "Lucia di Lammermoor" Kappey  
Selection "The Gondoliers" Sullivan  
Waltz "Estudiantina" Waldteufel  
Song "The Promise of Life" Cowen  
Selection "A Gaiety Girl" Jones  
Dance "Punch and Judy" Boggett  
"God Save the King"

We are informed that the British Government is now in possession of sufficient proof to convict the Cantonese officials responsible for the murder of the schoolmaster and reformer Yeung Ku Wan, who was assassinated in Gage Street in this Colony on the 10th January last. It is said also that the case has been taken up by an able M. P. We must add that we are unable to test the accuracy of our informant's statements.

The British transport *Canning* arrived from Taku yesterday.

We regret to learn that Mr. W. Macbeth, formerly assistant master at Qu-on's College, died on the 16th March last.

The steamer *Haiching*, whose departure was delayed owing to one of the engineers having been taken ill with plague, was released from quarantine yesterday, and sailed in the evening for Calcutta.

Shanghai merchants have addressed a letter of thanks to M. Rafard, French Consul-General, for his efforts in having reduced the arbitrary taxes which the local Chinese authorities were proposing to place upon the silk trade.

Mails for the North from Shanghai and Hongkong, hitherto sent on from Nagasaki to Kobe by steamer, are in future to be forwarded mainly by train. Twenty-four hours will be saved in the transmission of mails when the new arrangement is started.

With reference to our notice of yesterday, we regret to state that advice was received in the Colony yesterday that the Rev. G. L. Mackay, D.D., died at Tamsui on the 2nd instant, after just having completed his thirtieth year of ministry in North Formosa.

According to a Seoul despatch to the *Asahi*, news has reached the Korean Government that an insurrection, arising out of antipathy to the Roman Catholics, has broken out at Seishuto. It is reported that a French missionary has been murdered, but this news awaits confirmation.

We have received from the *China Mail* office a copy of a pamphlet on the East Prussia Reclamation Scheme, embodying the whole of the official correspondence on the subject (which has already appeared in these columns), together with three leading articles from the *Daily Press* and one from the *China Mail*, in which the scheme is discussed.

Prince Ching has already sent Prince Shun to Hsian to meet the Chinese Court, according to a Peking letter to the *Hu Pao*. Prince Shun and retinue left Peking by rail on the 5th at 2 o'clock. The railway station in the West suburb of Peking was occupied by them as a temporary stopping place. The Board of Rites has been ordered to arrange all the necessary ceremonies which must be gone through on the interesting occasion. Shih Han, of the Household Bureau, is commanded to make all the arrangements for the march.

Fire broke out at ten o'clock last night in a Chinese dwelling-house on the top floor at 292, Queen's Road Central. Viewed from the street, the premises involved presented one sheet of flame, and burning embers were dropping freely on the street. The Fire Brigade got no time in getting to work, and streams of water were directed on the flames from every available direction. The wall of the adjoining house was broken through and a hose played on the burning house. By eleven o'clock the fire was well in hand, the only indication of its existence being the great volumes of smoke rising.

Messrs. Jardine Matheson & Co. advise us that they have received a telegram to-day from the Head Office in London of the Indo-China Steam Navigation Co., Ltd., stating that the general meeting of shareholders will be held on the 13th instant. The directors propose, after allowing for depreciation on steamers, &c., for the year 1900, to deal with the accounts as follows:—To pay a final dividend of 6 per cent., and a bonus of 4 per cent.; making with the interim dividend of 4 per cent. already paid, 14 per cent. for the year. To transfer £20,000 to general reserve fund. To add £14,392 to undistributable account increasing it to £26,600. To add £4,298 to exchange reserve account, increasing it to £11,699. To carry forward £13,503.

A *New Press* Peking telegram of the 27th ult. says:—A deplorable shooting accident occurred yesterday afternoon, about four o'clock. An American sentry was posted at the Legation Street bridge only a few feet from the U. S. Legation with strict orders to stop all horses or vehicles of any kind from coming past him, as that portion of the road is at present under repairs, and the work has been much delayed by soldiers persisting in riding or driving past. A German Marine then came, with a cart, and was called on by the U. S. sentry to halt. This the German refused to do, so the sentry had no alternative but to fire. He fired his rifle, not with any idea of hurting the German, but as a warning. Unfortunately the bullet glanced off the wall of the bridge and sped along the other part of Legation Street, penetrating the leg of the sentry at the German Legation. The wound is not serious.

Gen. Sir Henry Brasell Tison, K. C. B., who for close upon half a century did excellent service in the Royal Marine Artillery, and who has recently been placed upon the retired list, joined the corps mentioned during the Crimean War, and although spared the hardships of that memorable struggle, he was soon afterwards sent to China, where he quickly distinguished himself by making huge captures of piratical junks, with some hundreds of guns. He subsequently took a leading part in the Chinese campaign 1859-60, in the course of which he was present at the attacks on the Taku and Peiho Ports. In 1862 he was gazetted colonel, and in the same year commanded the Royal Marine forces with much ability in all the principal engagements throughout the brief but brilliant campaign against Arabi Pasha, and two years later had charge of the gallant marines who accompanied the late General Sir Gerald Graham's Sudan expedition. He was created a K. C. B. in 1895, and has held general's rank since 1899.

Sir Claude Macdonald, British Minister to Tokyo, accompanied by Lady Macdonald, left Tokyo for England on the 28th ult. The Japanese Ministers, Austrian, German, French and Belgian Ministers saw them off. It is stated that Sir Claude will return to his post in November.

M. Denner, French Governor General of Indo-China, was received by the "Colonial group" in the Senate on the 28th ult. Next day he visited the Lyons Chamber of Commerce, when he prophesied the great future awaiting Indo-China as soon as sufficient means of communication should be established.

Two copies of the Tibetan Tripitaka, translations of the Indian original made in 632 A. D., when King Srongtsen Gampo was reigning in Tibet, have been given by Lama priests in Peking to Japan. The volumes are said to be coveted by all the Orientalists of the world and to have given the Japanese Society for Oriental Research ample materials to work on.

The Rev. E. J. Hardy, M.A., has been appointed chaplain to the forces in Hongkong, in succession to the Rev. G. R. Vallings, who has been appointed to a living in Argyllshire. Many will be disappointed to learn that Mr. and Mrs. Vallings are not returning to the colony, and the latter will be especially missed in musical circles. The new chaplain is well known as a magazine writer, and is the author of *How to be happy though married*.

The Mahomedan Mission sent by the Porte to China, consisting of Enver Pasha, Mustafa Effendi and Taher Effendi, Captain Nazim Bey, and a number of Mahomedan priests and followers, arrived at Shanghai on the 1st inst. by the German mail steamer *Sachsen*. They are putting up at the French Hotel, and from enquiries made are said to have very vague ideas of what they are to do next and how they are to proceed with their mission to the Imperial Court.

The U.S. transport *Indiana* arrived at Manila on the 2nd inst. from Taku with nine companies and fifty-four officers of the Ninth U.S. Infantry, who have been for over a year stationed in China. The regiment, contrary to expectations, has very little "loot," the greater part having been sent home to the States from China. One of the men stated to a reporter of the *Times*, "We have heard about the Manila Custom House officials and didn't propose to have our stuff held up here."

The Chairman of the Great Northern Telegraph Co., speaking at the general meeting of the company at Copenhagen on the 30th April, said:—The year 1900 will no doubt mark the zenith of the company's prosperity, and we must be prepared for a decline perhaps more rapid than the rise. The reduction of the rates for Far East traffic will probably only be delayed for a short time by the postponement until the spring of 1902 of the International Telegraph Conference, which was to have met in London this year.

The Kioto Chamber of Commerce at a recent meeting of the committee decided to memorialise the Japanese Government for an increase of the import duty on kerosene, and further communicated with the Tokyo, Yokohama, Osaka, Kobe, and Niigata Chambers of Commerce for approval of the proposal. As the reason for this memorial (the *Japan Gazette* says) it is said that Russia has greatly increased her import tariff on the plea of a large outlay owing to the Chinese affair, and the import of Japanese goods into Russia has well-nigh been doctored in consequence. America has also greatly raised her tariff lately, especially in regard to silk fabrics. Under these circumstances, the present seems to be the most favourable time to carry out an increase of the duty on kerosene, which may be altered as the Government desires. If this measure is carried out, there is no doubt that the petroleum industry in Japan will receive a great impetus in its development. Prior to the carrying out of the proposal, however, Russia, and America (the memorial suggests) should be communicated with to ascertain whether they are prepared to lower the tariff on Japanese articles, if Japan refuse to agree to the proposal, then it would be time for Japan to raise the duty on kerosene.

A Tokyo Telegram of the 27th ult. to the *Mainichi* says:—Meetings of the foreign representatives were held on the 22nd and 23rd inst. At the second meeting the representatives discussed the demands of the powers, upon the recommendation of the German Minister. The meeting decided that the total amount, £50,000,000 taels, demanded of China could not be reduced. As to the period of payment this was submitted to the Committee that enquired into China's sources of raising the indemnity fund. The American Minister to Peking considered that the total amount of the Powers' demand on China should not exceed forty million pounds, and the opinion was expressed that if more than this were demanded China would not be able to bear the burden in her present condition. Most of the representatives opposed the American view. The Minister did not bring it forward again at the following meeting, on the 23rd. It appears that a proposal for a partial guarantee of the Chinese loan by the various powers was not introduced at the meeting. Germany and America supported the British proposal regarding the measures for paying the Chinese indemnity, while France and a few of the other powers adhered to the Russian proposal. In consequence, the matter was referred to the Committee elected to enquire into China's sources of raising the necessary funds. It is also reported that Germany opposed the appropriation of the salt tax; but it is not expected that the opposition will be persisted in. It is Russia which is strenuously objecting to the appropriation of the salt tax for the purposes of the indemnity.

A Paris telegram of the 27th ult. states that a man threw an orange at M. Waldeck-Rousseau as he was on his journey to Havre. The missile hit Madame Waldeck-Rousseau in the face. The perpetrator of the outrage was at once arrested.

Lieut.-Col. J. L. Wheeler, Ordnance Officer of the Second Class, has been appointed to be Ordnance Officer of the First Class, with the substantive rank of Colonel in the Army. Lieutenant Douglas Clapham, R.G.A., has been promoted to the rank of Captain.

The four semi-finalists in the competition at St. Andrews last month for the Amateur Golf Championship (ultimately won by Mr. H. H. Hilton) were Messrs. Hilton (Liverpool), Hutchinson (North Devon), Low (Royal and Ancient) and Graham (Liverpool). Two close finishes resulted in Messrs. Hilton and Low being left to contest the final.

The appointment of Sir Arthur Elibank Havelock, G.C.S.I., G.C.M.G., G.C.I.E., late Governor of Madras, to be Governor of the State of Tasmania and its Dependencies in the Commonwealth of Australia, effectually disposes of the rumour that Sir Arthur would be the next Governor of the Straits Settlements, says a home contemporary.

The administration of the Siberian Railway gave notice some time ago that in consequence of the excess of goods traffic it could not be responsible for the punctual delivery of merchandise. The construction of the line between Orenburg and Tashkent will be commenced in the course of the present spring at the cost of the Crown. The work will begin at both ends simultaneously. The Murgab section will shortly be opened to regular traffic.

On paying off their ship at Devonport the crew of the cruiser *Undaunted*, just home from this station, were granted fifty-seven days' leave. This is the longest period of paying off leave that has been granted to a ship's company at Devonport for several years. The *Undaunted* herself is to be prepared for service as a tender to the gunnery ship *Cambridge*. For instructional purposes, therefore, seamen gunners will have the advantages of an up-to-date first-class cruiser. The modern armament with which the *Undaunted* is provided will in some cases be removed, and guns more suitable for purposes of practice will take its place. The refit is estimated to cost nearly £80,000.

The beginning of the end of Manila's castle-built walls and nausheous moats is about to be consummated, says a local paper. The Engineer Department has at last taken a hand and will begin the onslaught by constructing a magnificent new street through the north part of the walled city and for a considerable distance along the Pasig River, thus making a fine driveway. The new street will be 60 feet wide throughout. A large section of the old moats that are in the way will be filled up, and the old walls will be cut out both on the coral and the Pasig sides near Fort Santiago. The gates at Puerta Aduana and at Puerta San Domingo will be widened from their present narrow state to 60 feet, thus relieving the congested state of traffic through these gates during the busy part of the day and incidentally connecting the new road with Paseo Magallanes.

We have received a copy of this report of the Newchwang Steam-Ferry and Lighter Co. We note that the balance at the credit of profit and loss account is £1,597.13, from which it is proposed to pay a dividend of 10 per cent., absorbing £1,597.13, and to carry forward the balance of £1,232.13. Last year three lighters and one tug-boat were built for the Company at a cost of £1,234.46; two of these lighters were sold to the British Government for £1,800, and the Company now possesses only one lighter and one tugboat standing in the books of the Company at £1,582.26, after allowing 5 per cent. for depreciation. Two lighters of greater beam and larger carrying capacity have been contracted for and will be completed early in September. Meantime the lighter and steam-tug are hired by the railway department at fairly remunerative rates. The loan of £1,500 has been renewed, and a further sum of £1,000 has been placed at good interest with a substantial firm. The Company feels confident that with the great revival of import and export business which must necessarily take place, its vessels will enjoy permanent and profitable employment in their legitimate task of facilitating the loading and discharge of vessels at Newchwang.

The passengers who went home in the P. and O. steamer *Plassy* enjoyed the voyage very much, writes one of them well known locally, who sends us the following copy of an address presented to Captain Preston:—

P. and O. E.M.S. *Plassy*.  
Near Marseilles, 26th April, 1901.

"Dear Captain Preston,—A few of your China friends, who have had the pleasure of travelling home on this maiden trip of the *Plassy*, wish, in saying *au revoir*, to express to you their great appreciation of your kindness to them on the voyage now nearing completion. The table service and all other arrangements for our general comfort have given the utmost satisfaction, and, with your genial encouragement and support, always so good-naturedly and readily given, everything that could be done by you has tended to our complete enjoyment of the trip, and we congratulate ourselves on having been so fortunate in travelling under such happy auspices. Some of us may hope to be lucky enough to again have the pleasure of returning East with you, but in any case, we all unite in wishing you continued good health and luck; and may every voyage of the *Plassy* by as happy as the now ending! With every good wish, we are, yours very sincerely,"  
[Signatures of all Shanghai and Hongkong first saloon passengers—also at 40—follow.]

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## PLAGUE AT SHANGHAI.

SHANGHAI, 7th June, 10.11 p.m.

## IMPORTED CASE ON A STEAMER.

The first plague case was recorded here to-day, the victim being a fireman on the steamer *Charles Rogier*.

[The Belgian steamer *Charles Rogier* left this port for Shanghai on the 26th ult.]

## GENERAL NEWS.

## WAR OFFICE REFORMS.

The Committee which has taken in hand the reorganisation of the War Office recommends important reforms.

## THE ROYAL TOUR.

Their Royal Highnesses the Duke and Duchess of Cornwall and York have left Sydney for Auckland, New Zealand.

## DISASTROUS DOCK FIRE AT ANTWERP.

A great fire has occurred at Antwerp Docks. It is estimated that the damage amounts to between £2,000,000 and £3,000,000.

## MONEY MARKET.

Consols stand at 93½. The rate of interest for weekly advances ranges between 2½ and 2¾ per cent. Bank rate has dropped to 3½.

## REUTER'S SERVICE.

LONDON, 5th June.

## SOUTH AFRICAN NEWS.

Commandant Krüger has captured and looted Jamestown. General French has been entrusted with the operations against the invaders in Cape Colony. It is officially stated that the Boers attacking General Dixon's force at Vlakfontein numbered 1,200 under Commandant Kemp.

CANADA OFFERS MORE TROOPS. Canada has offered another Cavalry Corps for service in South Africa. The British Government has declined the offer, considering it unnecessary in view of the number of troops already in the field.

## THE DERBY—FAVOURITE'S VICTORY.

The following is the result of the race for the Derby:—  
Volodginski ... .. 1  
William the Third ... .. 2  
Veronesi ... .. 3

LONDON, 5th June.

## THE DERBY.

Twenty five started in the race for the Derby.

## RECAPTURE OF STORES IN SOUTH AFRICA.

A British force from Aliwal North has recaptured a quantity of stores captured by the Boers at Jamestown, after defeating the latter.

## THE JAMESTOWN FIGHT.

The garrison of Jamestown, consisting of sixty men, made a gallant defence of the place. They were finally overwhelmed by superior numbers. The Boers lost twenty-seven.

## CRICKET—THE COUNTY CHAMPIONSHIP.

Remarkable cricket was witnessed in the match between Warwickshire and Lancashire, the former scoring 532 for four wickets declaring the innings closed, and winning by an innings and 75 runs.

## THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 23 fresh cases of plague (22 Chinese, one other Asiatic), and 19 deaths (all Chinese). The figures for the year are now:—1,002 cases, 1,027 deaths. The number of cases therefore is already in excess of that of 1900, when there were 1,082 cases, with 1,034 deaths.

We reported yesterday that the departure of the steamer *Haichang* had been delayed owing to a case of plague on board. The victim is Mr. Chun Yut, an engineer on the vessel. He was removed to Kennedytown on Thursday afternoon. The family is well known in the Colony.

Mr. R. C. Vanis, broker, 16, Gage Street, who was admitted to the Parsee Club, 39, Elgin Street, on Wednesday afternoon, suffering from the disease, is being treated in a room specially set apart. The expenses are to be defrayed from the Parsee charity fund instituted to meet such cases.

We learn that Mrs. Varcoe, 3, Wild Dell, whose seven-year-old boy was taken ill on Wednesday, has also developed symptoms of plague, and, with her child—who had recovered sufficiently to be moved—was taken to Kennedytown Plague Hospital between eleven and twelve o'clock yesterday forenoon. The tenement houses known as Wild Dell have been disinfected. Altogether there have been four cases of plague there.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## PARSEES AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."  
SIR.—Another Parsee has fallen a victim to the plague. Mr. Vania, who lives in Gage Street, was removed on Wednesday, not to the Plague Hospital, nor was he isolated in his house, but to the Parsee Club in Elgin Street. This course has been adopted probably because the Parsee community have at last awakened to a sense of the duty which they owe to their co-religionists. But I would question, Mr. Editor, whether this is fair to the numerous families living in the vicinity of the Parsee Club. Lower Elgin Street is not particularly wide and is much frequented, and the houses there are all three stories high and pretty crowded, but so far it has been free from plague, which is highly gratifying; now a case which occurred in Gage Street is taken up there, for what reason I am at a loss to know. Is this not very unfair to all those living in Elgin Street?

Mr. Collins was not removed to Kennedy Town Plague Hospital, but he was isolated in his own house. Why, I question, was Mr. Vania not treated alike, instead of being removed to another street, which perhaps is just as crowded as where he was living at? The Parsee Club is also a church, but, as a resident in the vicinity of Elgin Street, I sincerely hope that the leaders of that community are not going to make it also a hospital for infectious and contagious diseases.—Yours, etc.,

ELGIN STREET.

## THE PUBLIC GARDENS.

TO THE EDITOR OF THE "DAILY PRESS."  
7th June.

SIR.—In reference to the correspondence on the above subject published in the *China Mail* of the 6th inst., I concur with the writer in so much as that the nuisance complained of should be suppressed. But for him to suggest that the Chinese community should establish, at their own cost, a garden for themselves, as they are so fond of such a resort, it is preposterous. He might have said that the gardens, or the gardens might have been built extensively for the benefit of his family, otherwise he would not have put forward such a foolish suggestion. Need he be reminded that the gardens are for the public, and the public of Hongkong includes the Chinese?

Whether educated or uneducated, a Chinaman has as much right to go there as himself. I am afraid, as long as he remains in Hongkong, his son and daughter, no matter when they go, cannot avoid the risk of contamination by the Chinese.

Thanking you for the insertion of this, and enclosing my card.—Yours, etc.,

## A FRIEND OF THE CHINESE.

## POLICE COURT.

Friday, 7th June.

BEFORE MR. HAZELAND.

## COUNTERFEIT COIN CASE.

Pau Lun and Chai Kwan were charged on remand from Wednesday with (1) selling 53 false or counterfeit coins on the 16th ult., and (2) uttering 126 false or counterfeit coins. Mr. K. W. Mooney appeared for the defendants, who pleaded not guilty.

The suspicious money seized by Lance-Sergeant Tarrant when he searched the money-changer's shop at 141, Queen's Road Central was produced. The sheriff at the Magistrate's Court was called, and he deposed that roll E contained 25 Chinese twenty-cent pieces, six of which were copper washed with silver; the remaining nineteen were of copper mixed with silver. Of 50 Chinese ten-cent pieces in roll F, 34 were of copper washed with silver, and 16 of copper mixed with silver; roll G contained 50 Chinese ten-cent pieces, 16 of copper washed with silver, 34 of copper mixed with silver; roll H, 50 Hongkong ten-cent pieces, 26 of copper washed with silver, 24 of copper mixed with silver; roll I, three dollars—one French dollar made of lead washed with silver, one dollar made of copper, silver and nickel, one Mexican dollar made of copper mixed with silver and arsenic.

The last exhibit was box D, containing seven coins—two Chinese twenty-cent pieces, three Chinese ten-cent pieces, one Hongkong ten-cent piece, and one Hongkong five-cent piece—all of which the sheriff testified to be copper washed with silver.

Mr. Mooney then proceeded to cross-examine the witness regarding his experience as a sheriff.

The hearing was afterwards adjourned.

BEFORE MR. KEMP.

SOLICITOR PROSECUTES HIS CHAIR-COOLE. Mr. J. S. Hanson, solicitor, presented his heirs' chair-coolies for disobeying his lawful orders on the 6th inst. The defendant denied the charge.

The complainant deposed that he wanted his chair-coolies to do the work of his market-coolie, who had fallen ill, and the defendant, on behalf of the others and himself, refused to do it, as it did not "belong his pigskin."

The defendant went to prison for 14 days in default of paying a fine of \$5.

THEFT FROM A TRANSPORT. The master of the transport *Ula* charged a coal-coolie with stealing a canvas cover, value \$8, from the ship on the 6th inst.

A plea of not guilty was tendered, but the defendant was convicted on the evidence of Captain Muir, master of the *Ula*, and sentenced to six weeks' hard labour.

THE BEACONFIELD ARCADE FIRE. The adjourned enquiry into the recent fire at the Salon Richelieu hairdressing establishment, 51, Beaconfield Arcade, which was to have come on in the afternoon, was held over until Tuesday, 11th inst., 2-15 p.m.

WHITE AND SOUND TEETH. ROWLAND'S Odonor is the best and purest dentifrice, being warranted free from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the perfect brightness and colour indicative of perfect soundness. ROWLAND'S ESSENCE OF TOOTH is the best preparation for dyeing the hair a permanent brown or black. Ask Stores and Chemists for ROWLAND'S articles, of 67, Hatton Garden, London.

## THE INDEMNITY QUESTION.

## COMMITTEE'S REPORT.

On the 1st ult. Dr. Morrison telegraphed as follows to the Times:—

The following is a précis of the report of the committee of British, German, French, and Japanese Ministers regarding the question of the indemnity, which was to-day presented to the other Ministers:—

Since it is highly improbable that China could pay by her own resources the \$65,000,000 needed for the indemnity, four alternative proposals themselves. First, a Chinese loan not guaranteed by the Powers. Such a loan would be almost ruinous to China. Second, a loan guaranteed by all the Powers. Such a loan would be easily obtained; it would hasten the payment of indemnities and the restoration of the normal condition of the country, and would be advantageous to private individuals in China and to trade, but it would involve heavy responsibilities upon the Governments, and might lead to situations of great difficulty in the event of differences among the guaranteeing Powers, who might require control over the revenues hypothecated. Third, the issue of Chinese bonds to each Power for the amount of the indemnity, payable at fixed terms. The bonds, bearing interest, could serve as security for a national loan. Fourth, annual payments, which possess the inconvenience of involving an undue prolongation of the time of payment.

The committee decided to leave to the home Governments the decision regarding the four above alternatives.

The committee unanimously agree to the recommendation that the four following sources of revenue should be utilised for payment of the indemnity:—

First, the Maritime Customs, which are already under foreign control. Their total revenue is from 28,000,000 to 29,000,000 taels, of which 21,000,000 are absorbed in paying the interest on foreign loans, and 2,500,000 in the maintenance of the staff, while 120,000 are expended on the University and 1,300,000 on the Chinese Legations abroad.

Secondly, an increase of the Customs tariff to an effective 5 per cent. *ad valorem* would give, opium being excepted, from 2,500,000 to 3,500,000 taels.

Thirdly, the native Customs would, if placed under the Maritime Customs, yield from 3,000,000 to 10,000,000 taels.

Fourthly, duties might be imposed on goods, such as flour, butter, cheese, foreign clothing, spirits, &c., which are now free.

The committee consider that the above four items would yield minimum revenue available of 5,500,000 taels to a maximum of 15,000,000 taels.

The committee recommend, but not unanimously, the following six proposals:—

(1) An increase of the Customs tariff to 10 per cent., which, it is estimated, would yield 10,500,000 to 18,000,000 taels.

(2) A salt tax, estimated to yield from 4,000,000 to 20,000,000 taels.

(3) A Peking octroi, to produce 500,000 taels.

(4) A commutation of the rice tribute, estimated to bring in from 1,000,000 to 8,000,000 taels.

(5) The abolition of Manchu pensions.

(6) Reduction of the military expenses.

The committee express the opinion that neither the land tax nor the *lekin* can be touched.

The committee conclude that the financial authorities favour a revenue from one definite source rather than many small ones; that the authorities would therefore give preference to an increase of the Customs tariff to 10 per cent., and the imposition of a salt tax, which sources of revenue could be placed under the Maritime Customs. Without the guarantee of the Powers, the committee consider that China, in order to pay \$65,000,000, will require to raise \$25,000,000 at 5 per cent.; while with the guarantee of the Powers she will not require to raise more than \$70,000,000 at 4 or 4½ per cent. If the creditors would consent to a postponement of the date of redemption until China's revenue is increased, China need in the meantime pay the interest only.

Later.

I should mention that the proposal is of the committee for increasing the Maritime Customs tariff to an effective 5 per cent. *ad valorem* apply to import duties only, not to export duties. All the Ministers, except the British, American, and Japanese, favour an immediate increase to 10 per cent.

The report, which is based on somewhat imperfectly understood data, has been referred to the home Governments.

## TRADE OF SOUTH-EAST ASIA.

A valuable report on the trade and shipping of South-East Asia has been recently issued by the Commercial, Labour and Statistical Department of the Board of Trade. It has been compiled by Mr. T. Worthington from various official documents, and deals with the trade of French Indo-China, Siam, the Straits Settlements and the British and Dutch possessions in the East Indies. With regard to the trade of the United Kingdom with the countries of South-East Asia, it is shown that the total value of the merchandise imported from them into this country in the years 1895-1899 varied between four-and-a-half millions and six-and-a-half millions sterling annually, whilst the exports to the same countries from the United Kingdom showed a steady increase in value from £2,373,000 in 1895 to £5,386,000 in 1899. The growth in the import trade is chiefly due to increased exports from the Straits Settlements; these were valued at £2,883,000 in 1895, as against an average of £4,135,000 for the four previous years. The increased value of the export trade of the United Kingdom with these countries is due likewise partly to increased shipments to the Straits Settlements (£2,365,000 for the previous four years) and also to a growing trade with the Dutch East Indies, the exports to which islands were valued at only £1,389,000 in 1895 but rose to £2,422,000 in 1899. The decreased value of imports from the Dutch East Indies may be said to be entirely due to smaller shipments of sugar, the value of these shipments having been only £57,000 in 1899, as compared with £676,000 in 1895.

## LATEST STEAMER MOVEMENTS.

The H. A. L. steamer *Sambie*, from Hamburg, left Singapore for this port on the 6th inst., and may be expected here on or about the 12th inst.

The E. & A. steamer *Australian*, from Sydney, &c., left Port Darwin on the 6th inst. for Timor, Manila and this port, and is due here on or about the 18th inst.

The N. Y. K. steamer *Shimano Maru* (European Line) left Kobe via Moji for this port on the 7th inst., and is expected to arrive here on the 12th inst.

## JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 7th June.—A quiet tone has prevailed in our market during the week under review, but rates have been fairly well maintained in all sections.

BANKS.—Hongkong and Shanghai have been placed at 380 per cent. to 385 per cent. premium, and close with buyers at the latter rate. Nationals are unchanged and without business.

MARINE INSURANCES.—Unions have been sold and are wanted at \$340. China Traders continue on offer at \$60. Yangtzes have been sold at \$120 and \$125. Cantons are obtainable at \$180.

FIRE INSURANCES.—Hongkong Fires are in the market at \$355. China Fires are on offer at \$57½.

SHIPPING.—Hongkong, Canton and Macao have been placed in considerable quantities at \$34½, at which further shares are wanted. Indo-Chinese have ruled erratic and close quiet, with probable sellers at \$135. China-Manillas have sold at \$92 and \$92 for the old and new shares respectively. Douglases have been placed at \$53, and close with buyers at \$53½. China Mutuals are unchanged. Star Forries are in demand at \$22 and \$24 for the old and new shares respectively. Shell Transports have declined to \$2 15s. c.d., at which there are sellers.

REFINERIES.—China Sugars have been sold at \$136 and \$137. Luzons continue on offer at \$38.

MINING.—Pensions are to be had at \$7½. Rains have been placed at \$21 down to \$19, and further shares are to be had at the lower rate. Other stocks under this head are unchanged at quotations.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have improved to \$327½, at which a fair business has been done, and the market closes steady at this rate. Forwards sales have been effected at \$335. August, 1840 September and \$345 October. Hongkong and Kowloon, which have been placed in small lots at \$105, at which the market closes steady. New Amoy Docks are wanted at \$22½.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed at \$199, and \$200 and there are further buyers. Kowloon Lands have been sold at \$29 and \$30 and more shares are wanted. West Points are to be had at \$55. Hongkong Hotels are quiet at \$123. Humplreys Estates are in the market at \$134.

COTTON MILLS.—There is no business to report under this head.

MISCELLANEOUS.—Green Island Cements have been in active demand at \$19, and more shares are wanted. A. S. Watsons have declined to \$16. Hongkong Ropes have been placed at \$60 and \$165. United Asbestos have declined to \$113, at which shares may be obtained. China Providents have improved to \$12, at which there are buyers. Watkins are on offer at \$10, after sales at that figure. The Manila Investment Company, Limited, a new concern floated by Messrs. W. A. Fitton & Co., of Manila, is added to our list under this head, as also the Philippine Tobacco Company, Limited, formerly known separately, and now floated with a capital of \$1,000,000 divided into 20,000 shares of \$50 each fully paid up. Business in the shares of the latter concern is reported at \$57, and there are further buyers of the stock at this rate.

## DEFENCE OF THE COASTING STATIONS.

(BY A NAVAL OFFICER.)

The Secretary of State for War has lately expressed the opinion of the War Office—that the Navy should provide a sufficient number of Marines to release five battalions of the line from garrison duty at certain naval coaling stations. The War Office also intended to substitute black troops for white troops to the extent of five battalions at coaling places in the tropics. It is a very unfortunate circumstance that the Admiralty and the War Office do not see eye to eye in the matter of defending the naval coaling stations. As a matter of fact, the Admiralty cannot spare 4,000 or any other large number of Marines unless an equivalent number of "seamen gunners" is provided. To do so would take five years—it takes that time to make a seaman gunner. Not only would the time be required, but additional training-ships, barracks, and gunnery and torpedo schools would have to be provided; to say nothing of recruiting difficulties.

The coaling stations proposed to be manned by the Navy have not yet been named, but it may reasonably be supposed that those places where naval establishments exist are intended. Bermuda and Hongkong are islands with naval depots and coaling places, so are Esquimaux and Port Royal. Bombay and Malta, though islands, are not intended to be turned over to the Navy for obvious reasons—there are six battalions at Malta. Naval depots also exist at Gibraltar, Calcutta, Trincomalee, Weihaiwei, Simon's Bay, Aden, and Halifax. Calcutta comes under the same category as Bombay and Malta, so does Gibraltar. Trincomalee, though a naval depot, is probably not meant to be defended by the Navy. To garrison Halifax, Bermuda, and Hongkong, as at present, takes three battalions. Vancouver and Simon's Bay take about 200 men. Aden is already provided with a marine garrison. 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THE RESEARCHES OF MR.  
CROZIER.

BY  
ADELINE SERGEANT

(Author of "The Story of a Penitent Soul," &c.)

(Continued.)

Here was a pretty puzzle indeed. Scath-  
waite Hall, as the lawyers had told me, was  
famous for its library. It was filled with rare  
and curious books, collected through gener-  
ations by different members of the house. It  
was one of the points that had chiefly deter-  
mined the acceptance of Miss Desmond's  
invitation for I too was a passionate lover of  
books, and had never been rich enough to  
indulge this taste. I had looked forward to  
exploring every recess of those richly laden  
shelves, and had been at first somewhat gratified  
to discover that it was in charge of a librarian,  
who would not be able to point out to me the  
books and manuscripts of most value, and  
if I was not to sit in the library with Mr.  
Crozier, what on earth was I to do?

For that evening, however, I was able to  
escape. The ladies retired early, and Crozier  
at once suggested that we should go to the  
library, where he said he usually spent his  
evenings, but I pleaded fatigue after my long  
journey and went at once to my room. Here  
in spite of the novelty of my surroundings, I  
slept soundly, and when I awoke at a some-  
what late hour was glad to find that the  
grey gloom of the previous day had been  
succeeded by a flood of dazzling sunshine,  
in which all my doubts and suspicious  
looked too ridiculous to have any real basis.  
Soon after breakfast I was summoned to my  
aunt's room, and my relief found her alone.  
She told me to sit down, and at once entered  
upon an explanation of her reason for sum-  
moning me to Cumberland. She was perfectly  
frank and straightforward about it. She wished  
to make me her heir, and she also wished me to  
marry Dorothy. There was no beating about  
the bush; these were the two things on which  
she had set her heart, so that her two descend-  
ants should combine to raise the old house with  
its old estate to its former position in the  
county. I was certainly a little startled by the  
suddenness of this proposition, but I had no  
reluctance to accept it. In fact my heart  
voluntarily leaped when I thought of winning  
Dorothy to be my wife. It is not too much to  
say that I had fallen in love with her from  
almost the moment of our meeting on the  
lonely road to Scathwaite Hall, but whether  
she would consent to marry me—Ah, that was  
to me a very different matter.

A few words from my aunt, hurriedly and  
nervously spoken, put me on a fresh track of  
thought.

"You must promise, Philip, not to be unkind  
to Crozier, even if he is a miser. He is an  
invaluable man. He is writing a book about  
the library, and knows more about the collection  
than anyone else in the world. I believe he  
loves it like his own soul. You couldn't do  
him a worse injury than banishing him from  
the house, and I am sometimes afraid," she  
added a little weakly, "that I have encouraged  
him in some foolish ideas. I didn't know  
that I had a male relative living, and I hinted  
to him that he might one day have charge not  
only of the library—"

"You mean that you allowed him to expect  
that he would inherit the place?" I asked, in  
staggeration at the very idea.

"To some extent," Miss Desmond answered  
apologetically. "You see, I didn't know what  
would become of Dorothy."

"Good Heaven!" I gasped. "You don't  
mean that you ever held out to him the prospect  
of marrying Dorothy? If I were you, Aunt  
Catherine, I would sooner see her in her grave  
than married to a man like Samuel Crozier."

My antipathy was no doubt based on an un-  
reasoning prejudice, and yet when a sudden  
gesture from my aunt and a sound at the door  
made me turn round, and I saw her face  
face with the gentleman in question, I had not  
the least doubt that I was simply justified.  
Such an expression of scowling hate and  
malignity I have seldom seen in a human  
countenance. He must have been listening at  
the door. But no sooner did I face him than  
his mouth widened into the wolf-like smile  
which I especially detested.

"I am sorry if I intrude," he said, rubbing  
his hands together, and drooping his body from  
the waist in simulated humility, "but Mr.  
Pettigrew is here, and wishes to see Miss  
Desmond."

I quitted the room at once, but I knew that  
Mr. Pettigrew was Miss Desmond's solicitor,  
and that she was about to make her will.

Dorothy was not to be found. She had been  
sent to the village on some errand of charity.  
As I was alone, and had nothing to do I  
resolved to take a look at the library, for  
Dorothy's warning did not, I supposed, refer to  
a solitary visit, though why she should object  
to my going in company with Crozier I could  
not imagine. I walked straight to the great  
octagonal apartment which I had heard  
described, and was soon lost in contemplation  
of the books. There were various small tables  
and reading stands at intervals, and on these  
stands large and heavy volumes had been placed  
as if for reference or for admiration. I was at  
once struck by a large volume which lay open  
on a stand in one of the recesses. It was  
evidently a very ancient work, written and  
illuminated by hand, and the bright colours of  
the illuminations at once allured me across the  
room in order to examine it more closely. The  
open pages were richly adorned with gold leaf  
and brilliant colours. It seemed to be an  
illuminated record of some ancient romance  
"written in choice Italian," and the skill with  
which each letter was formed, and the margins  
bedecked with flowers and birds excited my  
deepest admiration. I turned over one  
or two pages, and found in every  
page something fresh to interest me. Once or  
twice I fancied that the pages clung rather  
closely together, and I was conscious of a slight  
but pleasant odour which seemed to come from  
the ancient book; an odour so unusual that I  
bent my head to inhale it more closely, and even  
examined the printing with unusual care in  
order to ascertain from whence it arose.

But the brilliance of the illuminations on the  
page, or perhaps the glare of the sun through  
the window seemed to suddenly dazzle me. The  
odour grew overpoweringly strong; it seemed to  
suffocate me for a minute or two, and I fell  
back gasping into the nearest chair, but in a  
moment I recovered, and laughed at the little  
attack of vertigo which had overpowered me so  
unexpectedly. I attempted to rise in order to  
pursue my investigations, but a strange pain  
seemed to shoot through my heart, a heavy  
drowsiness pressed upon my eyes, and soon,  
lost and sunken alike whirled round me in  
confusion. I was almost certain that for a  
moment I saw the white face of Crozier glaring  
at me through the darkness, then it vanished  
and I saw it no more, but with a sudden desire  
to restore my equilibrium, I started up, and  
tried to support myself by clutching at the

nearest object. Something I seized, something  
I wrestled with, I knew not what—something  
that fought with me and tried to press me down  
to the earth: then came a crash, as if something  
beside me had fallen, and a woman's cry re-  
echoed loudly through the room.

Then darkness fell upon me, and I knew no  
more.

When I recovered consciousness, I was lying  
in my own room, and a nurse was sitting beside  
the bed. I found myself too weak to question  
her, almost too weak to understand how I came  
there, or why it was that my hands were so  
transparently thin, and my bodily weakness so  
great, but by and bye Dorothy came into the  
room and my thoughts flew back to the scene  
in the library, to her warning, and to the mys-  
terious consequences which seemed to have  
followed upon my visit to the forbidden room.  
I faltered out a word or two of enquiry, but  
some days elapsed before she thought it well to  
let me know the history of that day.

She had been returning from her errand in  
the village, when she passed the library window  
and perceived to her horror the figures of two  
men struggling together in desperate conflict.  
In my blind delirium—for such it was—I  
was wrestling with Crozier, who in his turn  
was trying to bear me to the ground. The  
reading stand with the book upon it fell with a  
crash to the floor, inclining towards us in its  
fall so as to bring our struggle to a conclusion.  
Crozier slipped and fell undermost with his face  
on the pages of the volume, while I slipped  
backward from his grasp, and lay unconscious  
on the floor. It was Dorothy's cry for help that  
had floated to my ear the moment before I had  
become unconscious. Servants flocked to her  
help, a doctor was summoned, and I was carried  
to my room. I there remained unconscious for  
some time, then became delirious, and ultimately  
was pronounced out of danger, but to every-  
body's astonishment, when Crozier's inanimate  
form was moved, and his face lifted from the  
strangely perfumed pages of the book on which  
it laid, he was found to be dead.

Dorothy alone was able to clear up the mys-  
tery. Crozier had aroused her suspicion by his  
conversation, in which he had recounted the  
discoveries he had made concerning the poisons  
that had been so very much used in medieval  
times when death could be conveyed through  
the page of a book, the smouldering of a rose, or the  
wearing of a scented glove. She believed that  
he was capable of reviving the old arts, and in-  
deed he had once or twice given her proofs of his  
powers as applied to animals. The illuminated  
volume which she knew well by night, had once  
belonged to a member of the house of Borgia,  
and there were some strange stories connected  
with the use to which its perfumed pages had  
been put. She suspected a trap for me when she  
saw the book so carefully displayed in the li-  
brary, and had meant to tell me all about it  
before I visited the spot, as she knew full well  
that Crozier was full of deadly hatred against  
me, and she believed him perfectly capable of  
committing any crime in order to get me out  
of the way. But he had been caught in his own  
trap. He had endeavored to force me down  
more closely to the poisoned pages of the book,  
which had not yet done all their deadly work  
upon me, but his own fall with that of the read-  
ing stand, had brought him under its influence  
in his turn, and by the time help came he was  
beyond recovery.

Dorothy's own knowledge of the means that  
had to be employed in such a case were tried  
upon him in vain, but were successful in my  
own case, and through her assistance and gentle  
nursing, I gradually recovered my health and  
strength, so that I was able to carry out my  
aunt's designs to that lady's perfect satisfaction,  
and certainly to my own.

Also I hope to the satisfaction of Dorothy,  
my wife.

[THE END.]

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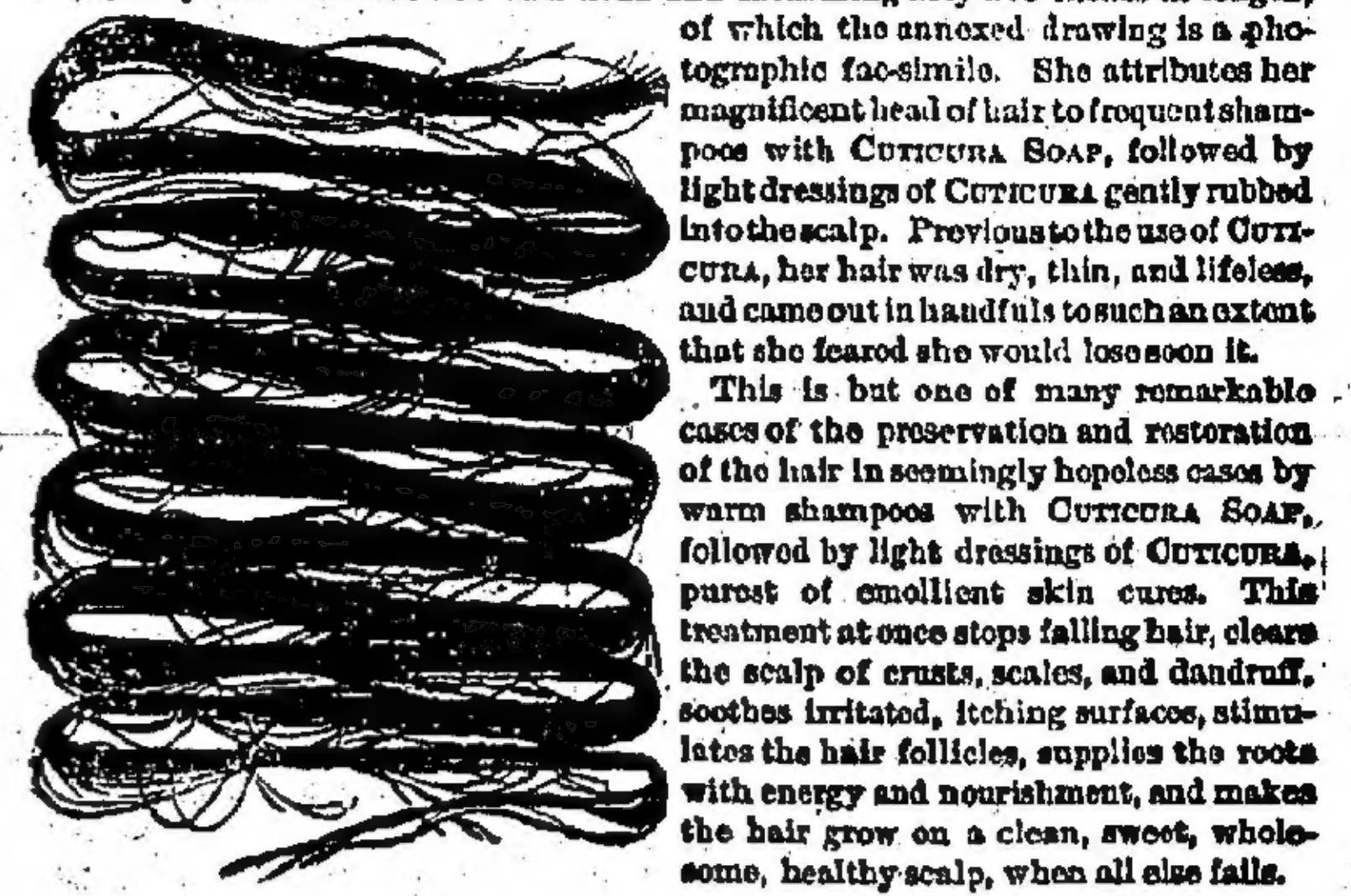
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Hongkong, 14th February, 1901. [50]

## WO FAT &amp; CO.

SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS,  
No. 11, DES VOEUX STREET, EAST.  
Hongkong, 25th July, 1900. [207]

Hair 55 Inches Long  
Grown by Cuticura.

MISS B—, of L—, sends us through our British Agents, Messrs. F.  
Newman & Sons, 27 and 28, Charterhouse Square, London, E.C., a strand of  
soft, glossy hair cut from her own head and measuring fifty-five inches in length,  
of which the annexed drawing is a pho-  
tographic fac-simile. She attributes her  
magnificent head of hair to frequent use of  
Cuticura, her hair was dry, thin, and lifeless,  
and came out in handfuls to such an extent  
that she feared she would lose it.



This is but one of many remarkable  
cases of the preservation and restoration  
of the hair in seemingly hopeless cases by  
warm shampoos with CUTICURA SOAP,  
followed by light dressings of CUTICURA,  
purest of emollient skin cures. This  
treatment at once stops falling hair, clears  
the scalp of crusts, scales, and dandruff,  
soothes irritated, itching surfaces, stimu-  
lates the hair follicles, supplies the roots  
with energy and nourishment, and makes  
the hair grow on a clean, sweet, whole-  
some, healthy scalp, when all else fails.

MILLIONS OF WOMEN use CUTICURA SOAP exclusively for preserving,  
purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dan-  
druff, and the stopping of falling hair, for softening, whitening, and soothing red,  
rough, and sore hands, and for all the purposes of the toilet, bath, and nursery.

Complete External and Internal Treatment for Every Humour.  
Consisting of CUTICURA SOAP to cleanse the skin of eruptions and scales, and soften the  
thickened cuticle, CUTICURA OINTMENT to soothe itching, inflammation, and irrita-  
tion, and soothe and heal, and CUTICURA RESOLVENT to cool and cleanse the blood. A  
SINGLE SET is often sufficient to cure the most torturing, disfiguring, and humiliating skin,  
scaly, and blood humours, with loss of hair, when all else fails. Sold throughout the world.  
Aust. Depot: R. T. & Co., Sydney, N.S.W. So. African Depot: L. S. & Co., Cape  
Town. "All about the Skin, Scalp, and Hair," free. POTTER DRUG AND CHEM. CO.,  
Sole Props., CUTICURA REMEDIES, Boston, U.S.A.

[53-7]

JAPAN  
COALS

## THE MITSUI BUSSAN KAISHA

(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE—34, LIME STREET, E.C.  
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,  
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Kobe, Shimodake, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino-  
su, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."  
A.B.C. and A.I. Codes send.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yumano Coal Mines; and  
SOLE AGENTS for Fukuoka, Hokoku, Ichi-mura, Kanada, Kichima, Mammoura, Onoura,  
Otsuji, Sonoda, Tsakura, Yoshinotani, Yoshio, Yuzakibara, and other Coal Mines.

[1311]

## NOW ON SALE.

THE

## CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-  
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony  
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which  
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with  
the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed  
with facts concisely set out, and containing statistics of the TRADE of each Country and







## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT	"RHIPHEUS"	On 10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 10th June.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 10th June.
ISLAND, COOKTOWN, TOWN,		
SYDNEY, BRISBANE, SYDNEY,		
LAUNCESTON & MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSSEN KAISHA,  
LIMITED.

FOR ANPING (VIA WATOW AND AMOY).

THE Company's Steamship

"MAIDZUO MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 12th June.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 30th May, 1901.

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

VIA PORTS AND SUEZ CANAL.

Proposed sailings from Hongkong.

"HILLGLEN" ... 14th June

"LOWTHER CASTLE" ... 30th June

"HEATHBURN" ... About 17th July.

"HUDSON" ...

"JUPITER" ...

"SATSUMA" ...

\* Calling at MANILA.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 24th May, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.

THE Company's Steamship

"INDIA,"

Captain Ghezzi, will be despatched as above on SATURDAY the 15th inst.

For information as to Freight, apply to SANDER, WIELER &amp; CO., Agents.

Hongkong, 4th June, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDIAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (O.R.), calling at SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELLI"

will be despatched for Portland (Or.) on TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES &amp; CO.

Hongkong, 24th May, 1901.

## THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

## NOT RESPONSIBLE FOR DEETS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

CLAVING, British str., J. Barker.—Dodwell &amp; Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migue.—Orla.—Brandao &amp; Co.

EVIE J. RAY, American barque, Kate.—Sander, WIELER &amp; Co.

RANZA, British str., Arnot.—Standard Oil Co.

SEA WICH, American ship, Howes.—Master.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 18th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC—CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 3rd June, 1901.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 p.m. the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Belin*, which vessel takes on her Passengers and Mails leaving that port on the 29th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th June, 1901.

## THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 25th June, 1901.

For Freight, apply to JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 17th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY"

Captain J. S. Stevenson, will be despatched as above on the 23rd June.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents.

Hongkong, 30th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARNEY"

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents.

Hongkong, 18th May, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information, as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th May, 1901.

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARNEY"

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents.

Hongkong, 18th May, 1901.

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ABARA"

will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to SHEWAN TOMES &amp; CO., Agents.

Hongkong, 15th May, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th June, 1901.

## FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEFF"

will load for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 3rd June, 1901.

## HONGKONG.

STEAMERS.

Amara, British str., 1,556, Matlock, June 3.

Jardine, Matheson &amp; Co.

Anping, British str., 1,156, Barlow, June 1.

Chinese

Athenia, British str., 2,444, Mowatt, April 8.

C. P. R. Co.

Benledi, British str., 1,487, Clarke, June 6.

Gibb, Livingston &amp; Co.

Bormida, Italian str., 1,499, Domenico, June 4.

Carlowitz &amp; Co.

Burnside, Amr. str., 1,400, Laffin, April 14.

U.S. Government

Changsha, British str., 1,463, Moore, June 4.

Butterfield &amp; Swire

Chelydra, British steamer, 1,567, Cox, June 4.

Jardine, Matheson &amp; Co.

Comandante, British str., 2,783, Vibert, June 6.

P. &amp; O. S. N. Co.

Daijin Maru, Japanese str., 899, Ogata, June 5.

M. B. Kaisha

Elita Nossack, Ger. str., 1,161, Bruhn, May 18.

East Asiatic Trading Co., Limited

Esmeralda, British str., 366, McGinty, June 7.

Shewan, Tomes &amp; Co.

Haiman, British steamer, 636, Davis, June 7.

Douglas Laprak &amp; Co.

Hongkong, French str., 862, Panier, June 5.

A. R. Marty

Jacob Diederichsen, Ger. str., 623, Riecke, June 7.

J. Jensen &amp; Co.

Kosmos, German str., 862, Sohner, June 3.

Melchers &amp; Co.

Kaga Maru, Jap. str., 3,901, Ekstrand, June 4.

Nippon Yusen Kaisha

Kwange, British str., 1,248, Harris, June 6.

Butterfield &amp; Swire

Maehow, German str., 995, Wendig, June 4.

Melchers &amp; Co.

Marie Jensen, Ger. str., 1,700, Hommet, May 30.

Jensen &amp; Co.

Michael Jensen, Ger. str., 710, Jensen, June 6.

Jensen &amp; Co.

Munchen, German str., 4,691, Krebs, May 28.

Melchers &amp; Co.

Nippon Maru, Jap. str., 3,437, Greene, May 31.

Toyo Kisen Kaisha

Rahapah, Dutch steamer, 2,256, Day, June 7.

Butterfield &amp; Swire

Salahadj, Dutch str., 1,235, Hurst, June 6.

Meyer &amp; Co.

Sandakan, Ger. str., 1,374, Brandstatter, June 6.

Melchers &amp; Co.

Sarnia, German str., 2,052, Paetow, May 31.

Hamburg-Amerika Linie

Simongon, Dutch str., 1,518, Sandman, April 18.

Chinese

Taishan, British str., 1,122, Stovell, June 5.

Bradley &amp; Co.

Tientsin, British str., 1,250, Armistead, June 3.

Butterfield &amp; Swire

Titania, German str., 1,258, Krutzfeldt, May 22.

Jensen &amp; Co.

Teintan, German str., 1,002, Sanders, May 22.

Arnhold, Karberg &amp; Co.

Universe, Norw. str., 1,635, Egenes, May 27.

Order

Yuenang, British str., 1,128, Rolfe, June 4.

Jardine, Matheson &amp; Co.

Sailing Vessels.

Celest Burrell, British ship, 1,764, Jeffry, May 29.

Order

Eric J. Ray, Amr. barque, 958, Kater, May 24.

Sander, WIELER &amp; Co.

Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30, Master

M. de Villars, French bark, 1,171, Rionat, May 31.

E. A. Trading Co., Limited



